

DEPARTMENT OF TRANSPORTATION

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June 25, 2003

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Addendum No. 9

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN FRANCISCO COUNTY IN SAN FRANCISCO FROM 0.6 KM TO 1.3 KM EAST OF THE YERBA BUENA TUNNEL EAST PORTAL.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on October 21, 2003, instead of the original date of September 16, 2003.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheets 407, 412, 416, 417, 433, 493, 515, 518, 524, 525, 526, 527, 528, 529 530, 532, 535, 537, 540, 559, 574, 576, 744, 790, and 953 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheet 817a is added. A half-sized copy of the added sheet is attached for addition to the project plans.

In the Special Provisions, Section 2-1.05, "ALTERNATIVE BIDS," is revised as attached.

In the Special Provisions, Section 3-1.01, "GENERAL," subsection 3-1.01B, "AWARD AND EXECUTION OF CONTRACT," is revised as attached.

In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES," is revised as attached.

In the Special Provisions, Section 5-1.075, "BUY AMERICA REQUIREMENTS," in the third paragraph, Item B is revised as follows:

"B. PWS Cable System, (shop fabricated parallel wire strand, strand sockets, strand anchor rods, and s-wire cable wrapping only)."

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In the Special Provisions, Section 5-1.12, "PROJECT INFORMATION," subsection "INFORMATION HANDOUT," subsection "Structure Materials Information," Item A "Project specific design criteria", replace Section 7.1.2 "Seismic Loading During Construction" with the following:

"The bridge shall be designed to resist seismic loads using the site-specific response spectra specified for the temporary tower design for configurations occurring under the assumed construction sequence."

In the Special Provisions Section 5-1.12, "PROJECT INFORMATION," subsection "INFORMATION HANDOUT," subsection "Structure Materials Information," the following items are added:

"L. SHIP COLLISION STUDY
M. HYDRAULIC MODELING AND SCOUR ANALYSIS"

In the Special Provisions, Section 5-1.15, "DISPUTES REVIEW BOARD," subsection "RETENTION" is revised as follows:

"Failure of the Contractor to nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions shall result in the retention of \$150,000 for each estimate period in which the Contractor fails to comply with the requirements of this section as determined by the Engineer. DRB retentions will be released for payment on the next monthly estimate for partial payment following the date that the Contractor has nominated and approved DRB members and no interest will be due the Contractor."

In the Special Provisions, Section 5-1.20, "AREAS FOR CONTRACTORS USE," the eighth paragraph is revised as attached.

In the Special Provisions, Section 8-3.01, "WELDING," subsection "GENERAL," replace the first sentence of the fifth paragraph with the following:

"Sections 6.1.3 through 6.1.4.3 of AWS D 1.1, Section 7.1.2 of AWS D 1.4, and Sections 6.1.1.2 through 6.1.3.3 of AWS D 1.5 are replaced with the following:"

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In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the following paragraph is added after the fifth paragraph:

"The State will furnish to the Contractor working drawings for the as-fabricated tower footing for locating the holes in the tower base plate for the tower anchorage anchor bolt pipe sleeves and the dowels within 12 months after award of the contract."

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," subsection "DESIGNATED PORTIONS OF WORK," is revised as follows:

"DESIGNATED PORTION OF WORK

Attention is directed to Section 4, "Beginning Of Work, Time Of Completion And Liquidated Damages".

The Designated Portion of Work shall be defined as the completion of all elements of work, as shown on the plans and special provisions, necessary to allow the completion of Hinge "K" by the YBI Structures contractor prosecuting Contract No. 04-0120P4 as provided for under "Cooperation," of these special provisions. This work includes, but is not limited to, the completion of the main cable supporting the load of the orthotropic steel box superstructure, including the cross beams, cable anchorages, counterweight, traffic barriers, and the hardware associated with such elements. Temporary supports shall be fully released and shall not be in contact with any superstructure member. Once this work is complete by the Contractor, the YBI contractor prosecuting Contract No. 04-0120P4 shall be provided full and unrestricted access to the Hinge "K" work area. Furthermore, all other work which is necessary under this contract for the acceptance of all lanes of public traffic in the westbound direction, including but not limited to, asphalt concrete, utilities, luminaries, and striping, shall be complete and in place, as specified in the plans and specifications.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the Designated Portion of Work and no extensions of time will be allowed for such actions in determining incentive payments, disincentive deductions or liquidated damages."

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "RETENTION OF FUNDS," the second paragraph is revised as follows:

"The Engineer will retain an amount equal to \$500,000 for each estimate period in which the Contractor fails to conform to the provisions of this section as determined by the Engineer. Retention of funds for failure to conform to the provisions in this section, "Water Pollution Control," shall be in addition to the other retention amounts required by the contract, and to any retentions due to a failure to comply with the permit or any other local, State, or federal requirement. The amounts retained for the Contractor's failure to conform to provisions in this section will be released for payment on the next monthly estimate for partial payment following the date when an approved SWPPP has been implemented and maintained, and when water pollution has been adequately controlled, as determined by the Engineer."

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In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "RETENTION OF FUNDS," the fourth paragraph is deleted.

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "RETENTION OF FUNDS," the second sentence of the fifth paragraph is revised as follows:

"The Contractor shall provide copies of correspondence, notices of violation, enforcement actions or proposed fines by regulatory agencies to the Engineer within one working day of receiving any of the documents."

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "STORM WATER POLLUTION PREVENTION PLAN PREPARATION, APPROVAL AND AMENDMENTS," the second sentence of the third paragraph is revised as follows:

"The Water Pollution Control Manager shall have a minimum of ~~24~~16 hours of formal storm water management training or certification as a Certified Professional in Erosion and Sediment Control (CPESC)."

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "MAINTENANCE," is replaced as follows:

"To ensure the proper implementation and functioning of water pollution control practices, the Contractor shall regularly inspect and maintain the construction site for the water pollution control practices identified in the SWPPP. The construction site shall be inspected by the Contractor as follows:

- A. Prior to a forecast storm.
- B. After a precipitation event which causes site runoff.
- C. At 24 hour intervals during extended precipitation events.
- D. Routinely, a minimum of once every 7 calendar days."

In the Special Provisions, Section 10-1.02, "WATER POLLUTION CONTROL," subsection "SAMPLING AND ANALYTICAL REQUIREMENTS," the first paragraph is revised as follows:

"The Contractor is required to implement specific sampling and analytical procedures to determine whether BMPs implemented on the construction site are: (a) preventing further impairment by sediment in storm waters discharged into the San Francisco Bay for sediment, siltation or turbidity and (b) preventing other pollutants that are known or should be known by the Contractor or Engineer to occur on construction sites that are not visually detectable in storm water discharges, from causing or contributing to exceedances of water quality objectives."

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In the Special Provisions, Section 10-1.03, "TURBIDITY CONTROL," the eighteenth paragraph is revised as follows:

"The Engineer will retain an amount equal to \$500,000 for each estimate periods in which the Contractor fails to conform to the provisions of this section as determined by the Engineer."

In the Special Provisions, Section 10-1.04, "NON-STORM WATER DISCHARGES," subsection "EXCAVATION DEWATERING," the first sentence of the first paragraph is revised as follows:

"The discharge of oil, floating materials and other deleterious substances are prohibited."

In the Special Provisions, Section 10-1.08, "COOPERATION," the following paragraph is added after the third paragraph ending with item "15. Contract No. 04-0120R":

"Once the Designated Portion of Work is completed by the Contractor, the contractor prosecuting Contract No. 04-0120P4 shall be provided full and unrestricted access to Hinge "K" work by the Contractor."

In the Special Provisions, Section 10-1.11, "PROGRESS SCHEDULE (CRITICAL PATH)," subsection "PAYMENT," the third paragraph is revised as follows:

"The Department will retain an amount equal to \$500,000 for each estimate period in which the Contractor fails to conform to the provisions of this section, including failure to submit an interim baseline, baseline, revised or updated CPM schedule conforming to the requirements of this section, as determined by the Engineer. Retentions for failure to submit acceptable CPM schedules shall be in addition~~a~~ to all other retentions provided for in the contract. The retention for failure to submit acceptable CPM schedules will be released for payment on the next monthly estimate for partial payment following the date that acceptable CPM schedules are submitted to the Engineer."

In the Special Provisions, Section 10-1.14, "WORKING DRAWING CAMPUS," is revised as follows:

"Attention is directed to requirements of Section 5-1.20, "Areas for Contractor's Use," subsection "Port of Oakland Pier 7".

The objective of the working drawing campus is to prepare, submit, review and process working drawings in the shortest and most efficient manner possible. After the bid, the Department will make its Design engineers available for consultation on site with the contractor's engineers and detailers who are preparing working drawings. The effort will focus on the most critical and time dependent working drawings first to prevent delay to the project schedule. It is the Contractor's responsibility to submit working drawings sufficiently in advance of the start of the affected work, in accordance with "Working Drawings" of these special provisions.

The Contractor shall provide the following within 60 days of contract award to facilitate early resolution of construction working drawings:

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1. Suitable office facility located within area described on plot map titled "Pier 7 – Area for Contractor's Use. The facilities shall include workspace for the Contractor's staff as determined by the Contractor plus a minimum of 8 vacant, separate office cubicles or rooms intended for the use by the Department or its representatives, and a common meeting room with meeting table to seat a minimum of 10 people. The facilities shall also include access to a copier, and a fax machine. Each workspace shall include a minimum of a desk, office chair, bookshelf, phone, and T1 computer cabling. The Contractor is responsible for providing local phone service, internet access and building utility services.
2. On-site Coordination Engineer. The Coordination Engineer shall be a full time, on-site, registered Civil Engineer in the State of California, and available to coordinate, manage, and process shop/working drawings for the project.
3. Full time, on-site staff authorized by the Contractor to be capable of producing and revising working drawings, and in conjunction with such work generating and assisting in resolution of requests for information and potentially resultant change orders. It is not required that all the Contractor's design staff be located on-site.
4. Regularly scheduled submittal status meetings (daily if required) to discuss the status and resolve shop/working drawing issues, attended by representatives of the Engineer and the Contractor's coordinator and staff as appropriate.
5. Regular updates of the working drawing submittal schedule specified in "Working Drawing Submittal Schedule," of these special provisions.

If the Contractor elects to centralize their field office to the designated area on Pier 7, the Working Drawing Campus facility may be co-located within the same facility provided that the Department or its representatives have access to the Working Drawing Campus portion of the office at all times.

The Contractor shall provide a submittal for the Working Drawing Campus within the first 30 calendar days of award of contract. The submittal shall show the location of the office, layout of the office space and meeting room, and list of the furnishing, including office computer, telephone, desk and chairs to be supplied. The Department will review within 5 working days.

Conformance with these special provisions does not relieve the Contractor of the responsibility for furnishing complete shop/working drawings or producing finished work of the quality specified in the Standard Specifications, these special provisions and as shown on the plans.

The Contractor shall submit, for approval by the Engineer, a schedule of costs detailing the breakdown of the contract lump sum item. The schedule of costs shall be proportionate to the work involved and shall detail the costs and payment schedule for each cost item associated with the process entailed in obtaining approval on all approved working drawing as specified hereunder. When requested by the Engineer, the Contractor shall furnish any cost data, which might assist the Engineer in verifying one-time partial payments and establishing a suitable schedule of costs. The schedule of costs will be used to determine progress payments for "Working Drawing Campus" during the progress of the work. The schedule of costs shall be submitted to the Engineer for approval within 10 days of contract award. The Engineer shall be allowed 10 days for approval or return for correction of the submittal.

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Attention is directed to "Payments," of these special provisions.

The contract lump sum price paid for working drawing campus shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in facilitating early resolution of construction working drawings, including but not limited to utility connection costs, maintenance costs, purchasing of office equipment and furniture, and set up and removal of the office facility."

In the Special Provisions, Section 10-1.17, "ELECTRONIC MOBILE DAILY DIARY SYSTEM DATA DELIVERY," subsection "PAYMENT," the fourth paragraph is revised as follows:

"The Department will retain an amount equal to \$500,000 for each estimate period in which the Contractor fails to submit electronic mobile daily diary computer system data conforming to the requirements of this section, as determined by the Engineer. Retentions for failure to submit acceptable electronic mobile daily diary computer system data shall be in addition to all other retentions provided for in the contract. The retention for failure to submit acceptable electronic mobile daily diary computer system data will be released for payment on the next monthly estimate for partial payment following the date that acceptable electronic mobile daily diary computer system data is submitted to the Engineer."

In the Special Provisions, Section 10-1.19 "CONSTRUCTION SURVEYING," the following paragraph is added after the twelfth paragraph:

"The Contractor shall survey the as-built location of the tower foundation dowels and tower anchorage anchor bolt pipe sleeves to field verify their location relative to the working drawings for the as-fabricated tower footing provided by the State. Necessary adjustments to bolt hole locations, in excess of the tolerances in Section 10-1.51 "STEEL STRUCTURES," of these special provisions, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications."

In the Special Provisions, Section 10-1.36, "TEMPORARY TOWERS," subsection "TEMPORARY TOWER DESIGN," subsection "Vessel Impact Design Loads," the first paragraph is revised as follows:

"Temporary towers shall be designed for accidental vessel impact and coincident wind, wave and current loads calculated in accordance with API RP2A. Tide and current information are included in Section 3.4 of the Ship Collision Report contained in the Information Handout."

In the Special Provisions, Section 10-1.36, "TEMPORARY TOWERS," subsection "CONSTRUCTION," the tenth paragraph is deleted.

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "WORKING DRAWINGS," Item 7 is added to the third paragraph as follows:

"7. Details of shop and field welding, and shop and field-drilled holes for all ancillary attachments to the box girder, crossbeam, tower, and pipe beams."

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In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "FALSEWORK," the following paragraph is added after the first paragraph:

"The seismic and wind load design requirements for falsework, connections, and permanent structures during construction shall conform to "Temporary Towers," of these special provisions."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "ERECTION PLAN," the following paragraph is added after the first paragraph:

"The bridge is designed as a completed structure to carry loadings from permanent service conditions and seismic events. Temporary construction loading was not considered in the design. The Contractor shall perform construction engineering to ensure temporary construction loading does not overstress any part of the permanent structure at any stage of construction."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "ERECTION PLAN," the third paragraph is revised as follows:

"At the option of the Contractor, lifting attachments may be welded or bolted to structural steel to assist in hoisting the load, except as noted herein. Welds attaching these devices shall conform to the requirements of field welding specified herein. Such attachments shall not interfere with the holes shown on the plans. Holes shall not remain in the permanent structure, unless otherwise shown on the plans.

Lifting attachments shall not be attached to the orthotropic deck. For the tower struts, no additional bolt holes will be allowed for temporary works. Tower strut holes may be used in temporary works, as approved by the Engineer. No welding to the tower struts for temporary works will be permitted."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "FABRICATION," the subsection "Bolted Connections" is revised as follows:

"Bolted Connections"

Bolted connections in structural steel joints, unless otherwise shown on the plans or specified in the special provisions, shall be made with high-strength steel fastener assemblies. Fastener assemblies shall consist of a high-strength steel bolt, nut and hardened washer.

The provisions of Section 8-1.01 "SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS," will not be permitted for high-strength fastener assemblies.

Tightening of bolted connections shall be completed in a set pattern with a minimum of two cycles: snug tight and full tension.

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The method for determining bolt tension shall include calibration using a calibrated bolt tension calibrator. The tightening pattern and the calibration and tightening procedure shall be included in the fabrication/erection procedure and submitted to the Engineer for approval.

For the tower shaft bolted splice, all plies of the bolted connections for all faces shall be brought into alignment and full contact before tightening commences. The tower lift ends shall be milled to bear and shall be in full contact before bolting together. The Contractor shall prepare a work plan that shall describe the procedure for meeting these requirements and that shall be approved by the Engineer before use. The work plan shall be demonstrated on the mock-up required above. The mating segments of each lift shall be mated at the fabrication site, and the required fit demonstrated, before moving each lift to the final assembly site.

Bolted connections shall conform to the requirements in the Research Council on Structural Connections, "Specification for Structural Joints Using ASTM A325 or A490 Bolts," 2000 (RCSC Specification), with the following revisions:

- A. Reference to A325 bolts shall mean A325M bolts.
- B. Reference to A490 bolts shall mean A490M bolts.
- C. Reference to A563 nuts shall mean A563M nuts.
- D. Reference to F436 washers shall mean F436M washers.
- E. Reference to F959 direct tension indicators shall mean F959M direct tension indicators.
- F. Reference to F1852 twist-off type tension control bolts shall not apply.
- G. Reference to ANSI B18.2.6 (for bolt dimensions) is replaced with B.18.2.3.7M.
- H. Reference to ANSI B18.2.6 (for nut dimensions) is replaced with B.18.2.4.6M.
- I. Replace Table 2.1 of the RCSC Specification with Table 8.1 of the AISC "Manual of Steel Construction, Load & Resistance Factor Design, Metric Conversion of the Second Edition" (AISC Specification).
- J. Replace Table C-2.1, Figure C-2.2, and Table C-2.2 of the RCSC Specification with Table 8.2 of the AISC Specification.
- K. Replace Table 3.1 of the RCSC Specification with Table J3.3 of the AISC Specification.
- L. Section 6.2.3. of the RCSC is deleted.
- M. Table 6.1 of the RCSC Specification is replaced with the following:

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Table 6.1. Washer Requirements for Bolted Joints with Oversized and Slotted Holes in the Outer Ply

ASTM Designation	Nominal Bolt Diameter db, mm	Hole Type in Outer Ply		
		Oversized	Short-Slotted	Long-Slotted
A325	12-36	ASTM F436M		8 mm thick plate washer or continuous bar ^{a,b}
A490	≤ 25			ASTM F436M with 8 mm thickness ^a
	>25			
^a Multiple washers with a combined thickness of 8 mm or larger do not satisfy this requirement. ^b The plate washer or bar shall be of structural-grade steel material, but need not be hardened.				

N. Replace Table 8.1 of the RCSC Specification with the following:

Minimum Bolt Tension, N*

Bolt Size, mm	A325M Bolts	A490M Bolts
M16	91 000	114 000
M20	142 000	179 000
M22	176 000	221 000
M24	205 000	257 000
M27	267 000	334 000
M30	326 000	408 000
M36	475 000	595 000
*Equal to 0.70 of minimum tensile strength of bolts, rounded off to nearest kN and converted to N, as specified in ASTM specifications for A325M and A490M bolts with UNC threads.		

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O. Table 8.2 of the RCSC Specification is replaced with the following:

**Table 8.2. Nut Rotation from Snug-Tight
Condition for Turn-of-Nut Pretensioning^{a,b}**

Bolt Length ^c	Disposition of Outer Face of Bolted Parts		
	Both faces normal to bolt axis	One face normal to bolt axis, other sloped not more than 1:20 ^d	Both faces sloped not more than 1:20 from normal to bolt axis ^d
Not more than 4d _b	1/2 turn	1/2 turn	2/3 turn
More than 4d _b but not more than 8d _b	1/2 turn	2/3 turn	5/6 turn
More than 8d _b but not more than 12d _b	2/3 turn	5/6 turn	1 turn
^a Nut rotation is relative to bolt regardless of the element (nut or bolt) being turned. For required nut rotations of 1/2 turn, the tolerance is plus 30 degrees; for required nut rotations of 2/3 turn and more, the tolerance is plus 45 degrees. ^b Applicable only to joints in which all material within the grip is steel. ^c When the bolt length exceeds 12d _b , the required nut rotation shall be determined by actual testing in a suitable tension calibrator that simulates the conditions of solidly fitting steel. ^d Beveled washer not used.			

P. Sections 8.2.2, 8.2.3, 9.2.2, and 9.2.3 of the RCSC Specification are deleted.

Where the DTI method is used, the DTI shall be collapsed to 0.075mm (3 mils), and the gap in the DTI shall be caulked after acceptance by the Engineer. The method of bolt tightening shall be as specified below:

LOCATION	BOLT TYPE	COATING	TIGHTENING METHOD
Tower	A325	Mechanical galvanizing	Turn-of-Nut or Direct Tension Indicator (DTI) collapsed to 3mils (0.075mm) on inside of Tower
	A490	Organic zinc coating	Turn-of-Nut or DTI collapsed to 3mils (0.075mm) on inside of Tower
Box Girder	A325	Mechanical galvanizing	Turn-of-Nut or DTI collapsed to 3mils (0.075mm) on inside of box
Tower Skirt	A307	Hot Dip Galvanized	Snug-Tight

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The bolt orientation shown on the plans may be reversed to facilitate installation as approved by the Engineer.

High-strength fastener assemblies, and other bolts attached to structural steel with nuts and washers shall be zinc-coated as shown. When direct tension indicators are used in these assemblies, the direct tension indicator and all components of the fastener assembly shall be zinc-coated by the mechanical deposition process. Stripping and re-dipping of galvanized high strength fasteners is prohibited.

At least 60 working days prior to beginning turn-of-nut bolting operations, the Contractor shall perform the following tests to verify turn-of-nut installation procedures:

- A. Minimum tension shall be verified using the "Pre-Installation Verification Turn-of-the-Nut Method," of the "Structural Bolting Handbook," published by the Steel Structures Technology Center, Incorporated, except that the required rotation shall be as given in Table 8.2. of this section and the required tension shall be as shown in the following table:

Pre-Installation Verification Required Tension, N*		
Bolt Size, mm	A325M Bolts	A490M Bolts
M16	96 000	120 000
M20	149 000	188 000
M22	185 000	232 000
M24	215 000	270 000
M27	280 000	351 000
M30	342 000	428 000
M36	499 000	625 000
*The above values are 5% higher than the required pretension values used for design, actual installation and inspection, rounded to the nearest kN.		

- B. Rotational-capacity tests in accordance with the requirements in Section 11.5.6.4.2 "Rotational-Capacity Tests," of the AASHTO LRFD Bridge Construction Specifications, except that Table 11.5.6.4.1-2 "Nut Rotation from the Snug Condition," is replaced by Table 8.2. of this section.

Test results shall confirm both the minimum bolt tension and the rotational capacity of the bolts. If either test fails, the Contractor shall modify the nut rotation in Table 8.2. of this section until the requirements of both tests are satisfied. No adjustment in compensation will be allowed for modifications to the nut rotations as necessary to satisfy test requirements. Revisions to Table 8.2. shall be approved by the Engineer prior to bolting operations.

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The Engineer will randomly sample and perform quality assurance testing of high strength fasteners. Samples will be obtained at locations chosen by the Engineer. The Contractor shall provide the number of bolts specified below to the Engineer for quality assurance testing:

Bolt Sampling Size	
Lot Size (No. of Bolts)	Sample Size (No. of Bolts)
2 to 15	3
16 to 25	4
26 to 50	5
51 to 90	7
91 to 150	8
151 to 280	9
281 to 10,000	12
10,001 to 500,000	16
500,001 and over	20

Steel fasteners, designated on the plans as A 354, Grade BC, and A 354, Grade BD, shall conform to the requirements of ASTM Designation: A 354. Steel fastener components for steel fasteners designated as A 354 shall include a bolt, nut and hardened washer. Nuts for steel fasteners designated as A 354 shall conform to Section 55-2.01, "Description," of the Standard Specifications.

Steel fasteners designated on the plans as A 354, Grade BD shall be dry blast cleaned in accordance with the provisions of Surface Preparation Specification No. 10, "Near White Blast Cleaning," of the "SSPC: The Society for Protective Coatings."

Steel fasteners designated on the plans as A 354, Grade BC, and A 354, Grade BD, shall be galvanized in accordance with the requirements in Section 75-1.05, "Galvanizing," of the Standard Specifications and shall conform to the requirements in ASTM Designation: A123 for bolts and ASTM Designation: A153 for nuts and hardware. Steel fastener assemblies designated as A354, Grade BD, shall be galvanized within 4 hours of being dry blast cleaned.

The Contractor shall submit certified test reports showing that the A 354, Grade BD fasteners conform to the provisions in ASTM Designation: A 143.

Steel fasteners designated on the plans as A 354, Grade BD shall be tensioned not less than the value shown on the plans. Prior to installation, the Contractor shall submit to the Engineer for approval the methods and equipment to be used to tension steel fasteners designated as A354, Grade BD in accordance with Section 55-1.02, "Drawings," of the Standard Specifications. Working drawings shall include methods and equipment to be used to evaluate: 1) the presence of a lubricant, 2) the efficiency of the lubricant, and 3) the compatibility of the high strength steel bolt, nut and hardened washer.

Except where sub-punching is permitted, bolt holes shall be drilled or reamed, unless otherwise shown on the plans."

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In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "ASSEMBLY," subsection "Tower Lift Sections," the last sentence of the first paragraph is revised as follows:

"A full size template shall be used to control the tolerances between the tower shafts. A template is defined as a plate of a shaft that is used to produce identical cross-sections for the tower shafts."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "SHOP WELDING," subsection "Design Details," Item G "Dimensional Tolerances," Item E of Item 4 is revised as follows:

"E. The tolerance on the location of the tower base plate is 10 mm with respect to the as-built foundation."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "SHOP WELDING," subsection "Design Details," Item G "Dimensional Tolerances," the following items are added to Item 4:

"G. The top surface of the grillage top plate shall be flat to within a tolerance of 1/1000.

H. The tolerance for the total height of the tower is 75 mm and shall be taken after tower construction is completed and before cable erection.

I. The tolerance of the tower anchorage anchor bolt holes shall be $-0/+2$ mm.

J. The tolerance for the distance between tower anchorage anchor bolt centers is 2 mm. This tolerance is relative to the working drawings for the as-fabricated tower footing provided by the State.

K. The tolerance for the tower anchorage anchor bolt stiffener plate is $-0/+3$ mm.

L. The tolerance of the gap for longitudinal stiffener bolted splice is $-0/+2$ mm."

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "SHOP WELDING," subsection "Welding of Closed Ribs to Box Shell Plate," Item B "Weld Procedure Trials," the first paragraph is revised as follows:

"B. Weld Procedure Trials– For closed rib welds to the deck plate, the Contractor shall perform weld trials with a minimum of two details using the mechanized SAW welding system that will be used in production. The qualification trial shall be run with the same number of ribs that will be run in production. The full number of macro specimens defined below shall be taken from a rib selected by the Engineer. All other ribs shall have 3 macros taken from each weld at locations selected by the Engineer."

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In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "INSPECTION AND TESTING," the following row is added to the Table of the fourth paragraph, under section 1.1 Box Girder:

COMPONENT	Weld Type			Extent & Type of Testing			Notes
	CJP	PJP	Fillet	RT	UT	MT	
1. BOX GIRDER							
1.1 Box Shell							
Diaphragm plate to closed rib	X	X			100%	100%	Tension acceptance criteria for PJP weld

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "INSPECTION AND TESTING," the following row is deleted in the Table of the fourth paragraph, under section 1.1 Box Girder:

COMPONENT	Weld Type			Extent & Type of Testing			Notes
	CJP	PJP	Fillet	RT	UT	MT	
1. BOX GIRDER							
1.1 Box Shell							

In the Special Provisions, Section 10-1.51, "STEEL STRUCTURES," subsection "MEASUREMENT AND PAYMENT," add the following paragraph after the second paragraph:

"Furnish structural steel (bridge) and erect structural steel (bridge) shall include the following items of work:

- A. West jacking frame
- B. Closure Joint
- C. West deviation saddle housing
- D. Extra-strong steel pipe for the cable tie-down
- E. East saddle housing
- F. Pier E2 bearing anchor rods"

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "MATERIALS AND FABRICATION," subsection "Cable Wire," eighth paragraph, the Item for Wire Straightness is replaced with the following:

- | | |
|--------------------|--|
| “Wire Straightness | <ul style="list-style-type: none"> a) A maximum of 230 mm arc-to-chord offset in a 3.0 m chord length measured on a cable wire under no tension resting on a smooth, flat surface. b) No kinks, bends, or wavy conditions under tension (see test description below).” |
|--------------------|--|

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In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "MATERIALS AND FABRICATION," subsection "Suspender Ropes," the following is added to the first paragraph as follows:

"Wire for suspender ropes shall conform to the requirements of ASTM Designation: A 603 with Class A galvanizing. The wire rope construction shall be 6x37 with an independent wire rope core (IWRC). The wires within a suspender rope shall not be spliced. The suspender ropes shall have an ultimate tensile strength of not less than 1,350 N/mm² and shall be prestretched to obtain a modulus of elasticity not less than 138,000 N/mm². The prestretching test may be performed by the wire rope supplier. The wire rope supplier shall provide certified test results to show the required minimum modulus of elasticity has been achieved."

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "MATERIALS AND FABRICATION," subsection "Suspender Ropes," replace the eleventh paragraph with the following:

"Measurement and marking shall be carried out under uniform temperature conditions, under cover or at night, and while the suspender is held under dead load tension. Allowance shall be made for the anticipated elongation in the sockets. The length of the socketed suspender ropes shall be cut within an accuracy of 1/5,000 or 6 mm, whichever is larger."

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "MATERIALS AND FABRICATION," subsection "Handropes and Handrope Fittings," the sixth paragraph is revised as follows:

"After attachment of the strand eyes, the strand and the strand eyes shall be proof loaded to 50 percent of the ultimate strength of the strand. The stem of the strand eye shall be shop painted after testing and prior to installation on the bridge. The fabricated handrope shall not be bent into a curve, coiled, or reeled to a diameter smaller than 28 times the diameter of the strand before placing it on the structure."

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "ERECTION," subsection "PWS Cables," revise the sixth paragraph as follows

"Circumferential saddle marks of the first erected strand shall be placed on-the-mark at the tower saddles, deviation saddles, jacking saddles and splay saddles and blocked with shims in between the saddle separating plates as necessary to hold it in position. At this stage, the Contractor shall shake-out the first strand. The sag of the first erected strand shall be adjusted in each span to the proper bare-cable sag. The sag shall be surveyed and adjusted during a period when the strand and the air temperature are uniform. The strand shall be adjusted to the calculated sag to an accuracy of 50 mm. All other strands in the cable shall subsequently be adjusted to sag properly with respect to the surveyed strand, following the approved cable erection plan."

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "ERECTION," subsection "PWS Cables," replace the eleventh paragraph with the following:

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"The Contractor shall prepare a plan for determining marking lines that includes analytical modeling and surveying techniques. Calculations shall be submitted and the cable band installation plan shall be approved by the Engineer. The survey shall be conducted under uniform temperature conditions and the cable band position shall be marked to the following accuracy compared to the calculated position:

- A. For rope suspenders whose cable to deck surface distance is 5 m or less, the offset may cause a longitudinal angle whose tangent shall not exceed 1/200.
- B. For rope suspenders whose cable to deck surface distance is between 5 and 8 m, the offset shall not exceed 25 mm.
- C. For rope suspenders whose cable to deck surface distance is more than 8 m, the offset shall not exceed 40 mm."

In the Special Provisions, Section 10-1.52, "CABLE SYSTEM," subsection "ERECTION," subsection "Wrapping of the Cable," revise the first paragraph as follows:

"After the design load of the steel box girder has been transferred to the cable system and before dismantling the footbridge system, the cable shall be wrapped with cable wrapping wire as specified herein. Wrapping wire tension shall be per the wrapping wire manufacturer's recommendation."

In the Special Provisions, page 422, after Section 10-4.06 "DEHUMIDIFIER SYSTEM," Section 10-1.07, "VACUUM AIR BLASTER," is deleted.

In the Special Provisions, page 422, after Section 10-4.06 "DEHUMIDIFIER SYSTEM," Section 10-1.08, "WIND VORTEX GENERATOR PLATES," is deleted.

In the Information Handout, in the "Design Criteria," Section 7.1.2, is replaced with the following:

"The bridge shall be designed to resist seismic loads using the site-specific response spectra specified for the temporary tower design for configurations occurring under the assumed construction sequence."

In the Proposal and Contract, "PROPOSAL TO THE DEPARTMENT OF TRANSPORTATION," the fourth paragraph is revised as follows:

Bids are to be submitted for the entire work. Bids shall be submitted in conformance with the provisions in Section 2-1.05, "Alternative Bids," of the special provisions and the apparent successful bidder (low bidder) will be determined in conformance with the provisions in Section 3, "Award and Execution of Contract," of the special provisions. The amount of the bid for comparison purposes for each Alternative will be the total of the following: the sum of the item totals; and, the product of the number of working days bid to complete the work and the cost per day shown on the proposal form. This amount shall be set forth as the "Total Basis for Comparison of Bids: (A + B)."

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In the Proposal and Contract, "PROPOSAL TO THE DEPARTMENT OF TRANSPORTATION," the following paragraph is added after the sixth paragraph:

"The bidder shall also set forth, for each Alternative, the number of working days bid to complete the work and the product of the number of working days and the cost per day shown on the proposal form, in clearly legible figures in the respective spaces provided for that purpose. In the case of a discrepancy between the number of working days and the product, the number of working days shall prevail, except that if the number of working days is unreadable or otherwise unclear, or is omitted, or is the same amount as the entry for the product, then the amount set forth as the product shall prevail and shall be divided by the cost per day shown and the number thus obtained shall be the number of working days."

In the Proposal and Contract, in the Engineer's Estimates for Alternative 1 and Alternative 2, Item 161 is revised as attached.

To Proposal and Contract book holders:

Replace pages 35A and 43A of the Engineer's Estimate in the Proposal with the attached revised pages 35A and 43A of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Attached are copies of additional District Materials Information and a CD ROM.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

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This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

2-1.05 ALTERNATIVE BIDS

The proposal form in the book entitled "Proposal and Contract" for this contract includes 2 schedules of items for which bid prices are asked. The schedules are titled "Engineers Estimate, Alternative 1, Foreign Steel and Iron Alternative" and "Engineers Estimate, Alternative 2, Domestic Steel and Iron Alternative", respectively. The contract items listed for the 2 alternatives are identical.

Attention is directed to "Buy America Requirements" of these special provisions.

The proposal shall set forth, for each Alternative schedule submitted, the unit prices, item totals, TOTAL BID (A), the number of working days bid for completion of the work, the product of the working days bid and the cost per day shown on the Engineer's Estimate (TOTAL BID (B)), and the "Total Basis for Comparison of Bids (A+B)," all in clearly legible figures, in the respective spaces provided, and shall be signed by the bidder, who shall fill out all blanks in the proposal form as therein required.

The bidder has the option to complete the schedule for Alternative 1 on the basis that the provisions of "Buy America Requirements" of these special provisions do not apply to the contract, if the bidder would not use steel and iron materials manufactured in the United States.

All bidders shall complete the schedule for Alternative 2, on the basis that "Buy America Requirements" of these special provisions does apply to the contract. Proposals in which bids for Alternative 2 are not complete, including schedules and forms, will be considered non-responsive and will be rejected.

The determination of the lowest responsible bidder and whether "Buy America Requirements" of these special provisions will apply to the contract will be made in conformance with the provisions in "Award and Execution of Contract," of these special provisions.

Submittal of the schedules for both Alternative 1 and Alternative 2 will not be considered submittal of more than one proposal in conformance with the provisions of Section 2-1.10, "Disqualification of Bidders," of the Standard Specifications.

The proposal form includes 2 forms titled "List of Subcontractors," designated to correspond to the 2 Alternative schedules. For each Alternative schedule submitted, the bidder shall submit a completed "List of Subcontractors" form with the proposal. In addition to the subcontractors required to be listed in conformance with Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications, each "List of Subcontractors" shall have listed therein the portion of work that will be performed by each subcontractor listed.

The proposal form includes 2 "Caltrans Bidder – DBE – Information" forms and 2 "DBE Information, Good Faith Efforts" forms, designated to correspond to the 2 Alternative schedules. For each Alternative schedule submitted, the bidder shall submit a completed "Caltrans Bidder – DBE – Information" form and a completed "DBE Information, Good Faith Efforts" form with the proposal, in conformance with the provisions in "Submittal of DBE Information," of these special provisions.

The bidder's security required in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications, shall be in an amount equal to at least 10 percent of the "TOTAL BID (A)" amount bid for the greater of the 2 Alternatives. The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal.

3-1.01B AWARD AND EXECUTION OF CONTRACT

The award of the contract, if it be awarded, will be made within 30 days after the opening of the proposals if the apparent lowest bidder has met the goal for DBE participation. The award of the contract, if it be awarded, will be made within 60 days after the opening of the proposals if the apparent lowest bidder has not met the goal for DBE participation but has claimed good faith efforts to do so. These periods will be subject to extension for such further periods as may be agreed upon in writing between the Department and the bidders concerned. The award, if made, will be to the lowest responsible bidder whose proposal complies with all the requirements prescribed and who has met the goal for DBE participation or has demonstrated, to the satisfaction of the Department, adequate good faith efforts to do so. Meeting the goal for DBE participation or demonstrating, to the satisfaction of the Department, adequate good faith efforts to do so is a condition for being eligible for award of contract.

Bids will be compared on the basis of the Engineer's Estimate of the quantities of work to be done and the number of working days for completion of the work, for each Alternative Bid submitted. If the lowest responsive "Total Basis for Comparison of Bids (A+B)" bid for Alternative 2 is more than 25 percent greater than the lowest responsive "Total Basis for Comparison of Bids (A+B)" bid for Alternative 1, the provisions of "Buy America Requirements" of these special provisions will not apply, in conformance with 23 CFR 635.410(b)(3), and the apparent successful bidder (low bidder) will be determined from the bids for Alternative 1. If a proposal does not include a complete bid for Alternative 1, the bid for Alternative 2 submitted by that bidder will be used in the determination of bidder order for Alternative 1. If the lowest responsive "Total Basis for Comparison of Bids (A+B)" bid for Alternative 2 is not more than 25 percent greater than the lowest responsive "Total Basis for Comparison of Bids (A+B)" bid for Alternative 1, the provisions of "Buy America Requirements" of these special provisions will apply, and the apparent successful bidder (low bidder) will be determined from the bids for Alternative 2.

If the apparent low bid is found to be non-responsive, the applicability of "Buy America Requirements" of these special provisions and determination of the low bidder will again be determined in the same manner specified above.

Bids in which the number of working days bid for completion of the work exceed 1800 will be considered non-responsive and will be rejected.

The contract price for the awarded contract will be the "Total Bid (A)" set forth in the proposal for the selected Alternative.

The contract shall be executed by the successful bidder and shall be returned, together with the contract bonds, to the Department so that it is received within 10 days, not including Saturdays, Sundays and legal holidays, after the bidder has received the contract for execution. Failure to do so shall be just cause for forfeiture of the proposal guaranty. The executed contract documents shall be delivered to the following address: Department of Transportation MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816.

A "Payee Data Record" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to facilitate the collection of taxpayer identification data. The form shall be completed and returned to the Department by the successful bidder with the executed contract and contract bonds. For the purposes of the form, payee shall be deemed to mean the successful bidder. The form is not to be completed for subcontractors or suppliers. Failure to complete and return the "Payee Data Record" form to the Department as provided herein will result in the retention of 31 percent of payments due the contractor and penalties of up to \$20,000. This retention of payments for failure to complete the "Payee Data Record" form is in addition to any other retention of payments due the Contractor.

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in "Order of Work," of these special provisions, Section 8-1.03, "Beginning of Work," in Section 8-1.06, "Time of Completion," and in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and these special provisions.

The Contractor shall furnish the Engineer with a statement from the vendor that the order for the electrical materials required for this contract has been received and accepted by the vendor; and the statement shall be furnished within 15 calendar days after the contract has been approved by the Attorney General, or the attorney appointed and authorized to represent the Department of Transportation. The statement shall give the date that the electrical materials will be shipped. If the Contractor has the necessary materials on hand, the Contractor will not be required to furnish the vendor's statement.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

A working day as defined in said Section 8-1.06 is re-defined for this project. Paragraph 2 through paragraph 5, inclusive, of said Section 8-1.06 shall not apply. Saturdays, Sundays and legal holidays, including days of inclement weather, will be counted as working days.

This work (except work as specified as Designated Portion of Work shall be diligently prosecuted to completion before the expiration of **the NUMBER OF WORKING DAYS BID** beginning on the fifteenth calendar day after approval of the contract.

The Contractor shall pay to the State of California the sum of \$50,000 per day, for each and every calendar day's delay in finishing the work in excess of the number of working days prescribed above.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for any additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

INCENTIVES AND DISINCENTIVES

Incentive payments and disincentive deductions shall apply to the Designated Portion of Work. The Designated Portion of Work shall be diligently prosecuted to completion before the expiration of 1500 working days. One thousand five hundred (1500) working days shall be the basis for determining incentive payments and disincentive deductions associated with the completion of the Designated Portion of Work.

For each and every working day less than 1500, the Contractor will receive an incentive payment of \$100,000. The total incentive payment for the Designated Portion of Work will not exceed \$30,000,000.

For each and every working day in excess of 1500, a disincentive deduction of \$100,000 per working day needed to finish the Designated Portion of Work will be deducted from any monies due to the Contractor under this contract. The total disincentive payment for the Designated Portion of Work will not exceed \$30,000,000. Should the disincentive apply concurrently with liquidated damages specified elsewhere in these special provisions, both will be assessed.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the Designated Portion of Work and no extensions of time will be allowed for such actions in determining incentive payments, disincentive deductions or liquidated damages.

The maximum number of days specified in these special provisions is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in conformance with the "Progress Schedule (Critical Path)" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

5-1.20 AREAS FOR CONTRACTOR'S USE

Attention is directed to the requirements specified in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications, plans and these special provisions. "The Contractor's attention is directed to the project plans "Construction Details - Areas for Contractor Use" and Section 10-1.08 "Cooperation" of these special provisions.

The Contractor shall have use of the areas as indicated on the plans and as follows and shall plan his work accordingly:

"Area EF" is available to both Contract 04-0120E4 and this contract until January 1, 2006, and then to this contract after that date. Prior to January 1, 2006, the Contractor shall coordinate any planned work in "Area EF" with the Engineer and Contract 04-0120E4 contractor. Additionally, footings at tower T1 and footing and piers at Pier E2 to be constructed by others under Contract 04-0120E4 will be substantially complete by January 1, 2006, to allow the Contractor to complete the tower and E2 work specified under the contract.

"Area CF" is designated for use by Contract 04-0120C4 and will not be available to the Contractor until August 1, 2004. Additionally, footing and piers at Pier W2 to be constructed by others under Contract 04-0120C4 will be substantially complete by August 1, 2004 to allow the Contractor to complete the W2 work specified under the contract.

"Area FPR" is available to both Contract 04-0120R4 and this contract until June 30, 2005, and then to this contract after that date. Prior to June 30, 2005, the Contractor shall coordinate any planned work in "Area FPR" with the Engineer and Contract 04-0120R4 contractor. After June 30, 2005, "Area FPR" shall be considered a part of "Area FP"

"Area FP" is available for use by Contract 04-0120P4 and this contract commencing August 1, 2004. The Contractor shall coordinate any planned work in "Area FP" with the Engineer and Contract 04-0120P4 contractor. Additionally, once the Designated Portion "1" of the work is complete by the Contractor, the contractor prosecuting Contract 04-0120P4 shall be provided full and unrestricted access to "Area FP" to complete work under that contract.

The western portion of the Skyway constructed by others under Contract 04-012024 will be substantially complete by November 1, 2006, in order to allow the Contractor to complete the Hinge A connection and other work specified under the contract.

The Contractor's access to/from the work area may be limited by closures of the Westbound YBI onramp to I-80 and Southgate Road during the contract period. The Contractor will have access to the work area during these closures via posted detours.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No area is available within the contract limits for the exclusive use of the Contractor. However, temporary storage of equipment and materials on State property may be arranged with the Engineer, subject to the prior demands of State maintenance forces and to other contract requirements. Use of the Contractor's work areas and other State-owned property shall be at the Contractor's own risk. The State shall not be held liable for damage to or loss of materials or equipment located within these areas.

The Contractor shall remove the equipment, materials, and rubbish from the work areas and other State-owned property which the Contractor occupies and shall leave the areas in a presentable condition, in conformance with the provisions in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

The Contractor shall secure, at the Contractor's own expense, areas required for storage of plant, equipment, and materials, or for other purposes if sufficient area is not available to the Contractor within the contract limits, except as stated in subsection Port of Oakland Pier 7.

Port of Oakland Pier 7

Attention is directed to Section 10-1.14 "Working Drawing Campus" of these Special Provisions. Attention is also directed to Section 5-1.12 "Project Information" for reference to plot map titled, "Pier 7 – Area for Contractor's Use" and sample document titled "Sample Pier 7 Occupancy Agreement". In addition to locating the Working Drawing Campus within the designated area as shown on plot map titled, "Pier 7 – Area for Contractor's Use", the Contractor may also locate their field office for work exclusive to the 04-0120F4 contract. The Department will enter a no-cost occupancy agreement with Contractor to occupy property described in the plot map. The Department will consider a written request from the Contractor for other use of the area, such as for marine access, staging of construction, temporary storage of equipment and materials, or other pertinent use of the area for the construction of the 04-0120F4 contract. The Contractor shall certify that sufficient space exists for the proposed use, including vehicle parking.

The Contractor shall investigate utility capacity to support the needs of any intended use. The Contractor shall be responsible for all cost related to utility connections, maintenance and operational cost, improvements needed for intended use, and cost related to vacate and restore property to original conditions at the termination of the occupancy agreement. The existing warehouse building shall not be removed or demolished, although it may be modified with approval of the Engineer.

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
161	031526	SAS SUPERSTRUCTURE ROADWAY WESTBOUND	LS	LUMP SUM	LUMP SUM	
162	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID (A)(ALTERNATIVE 1): = _____

TOTAL BID (B)(ALTERNATIVE 1):
\$50,000 x _____ = _____
 (Cost per Day) (Enter Working Days Bid)
 (Not to Exceed 1800 Days)

**TOTAL BASIS FOR COMPARISON
OF BIDS (A+B)(ALTERNATIVE 1):** = _____
FOREIGN STEEL AND IRON ALTERNATIVE

**ALTERNATIVE 2
04-0120F4**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
161	031526	SAS SUPERSTRUCTURE ROADWAY WESTBOUND	LS	LUMP SUM	LUMP SUM	
162	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID (A)(ALTERNATIVE 2): = _____

TOTAL BID (B)(ALTERNATIVE 2):
\$50,000 x _____ = _____
 (Cost per Day) (Enter Working Days Bid)
 (Not to Exceed 1800 Days)

**TOTAL BASIS FOR COMPARISON
 OF BIDS (A+B)(ALTERNATIVE 2):** = _____
**DOMESTIC STEEL AND
 IRON ALTERNATIVE**